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INFORMATION REPORT

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NOTES ON DDR POSTMINISTERIUM IN BERLIN1. Location

The DDR Postministerium is located in BERLIN W8/Mauerstr 69-75, telephone number 42 0017 (Ortsverkehr), 42 5971 (Fernverkehr).

2.

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The main departments are as follows:

Leitung

Abteilung Verwaltung

Hauptabteilung Post

Abteilung Zeitungswesen

Abteilung Postwesen

Hauptabteilung Fernmeldewesen

Abteilung Betrieb

Abteilung Technik

Abteilung Funk

Abteilung Finanzen

Abteilung Planung

Abteilung Hochbau

Abteilung Maschinenwesen

3. Functions of Abteilung Betrieb (Hauptabteilung Fernmeldewesen)

- i) Telegraph system - [ ] construction
- ii) Telephone system - [ ] control of tariffs
- iii) Tele-communication arrangements with other countries

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4. Personalities at Post MinisteriumLeitung

Minister:

Friedrich BURMEISTER

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Staatssekretär:

Dr. Wilhelm SCHRÖDER

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Hauptabteilung Post

There is at present no Hauptabteilungsleiter

Abteilungsleiter für  
Postwesen:

Ulrich RAETIG

Referent für  
Postwesen:

FUHRMANN Frau

Referent für  
Zeitungswesen:

Lothar GRUNEMANN

Referent für  
Zeitungswesen:

AULL Frau

Hauptabteilung Fernmeldewesen

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Hauptabteilungs-  
leiter:

Kurt GEBHARDT

Referent in  
Abteilung Betrieb:

Heinrich ENGE

Referent in Abteilung  
Betrieb:

Herbert (?) LINDEFELD

Sachbearbeiter in  
Abteilung Betrieb:

Frl LIEBETANZ Frau

Sachbearbeiter in  
Abteilung Betrieb:

Frl Elizabeth MÜLLER

Hauptsachbearbeiter in  
Abteilung Betrieb:

FRIEDTZ Frau

Hauptsachbearbeiter in  
Abteilung Betrieb:

POHL Frau

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Abteilungsleiter Egon ZIRZOW  
Technik:

Referent in  
Abteilung Technik

KRIEUSCH fnu

Referent in  
Abteilung Technik

GRAF fnu

Referent in  
Abteilung Technik

NEERING fnu

Abteilungsleiter  
Funk:

Hans GRADBECKT

Hauptsachbearbeiter  
Abteilung Funk:

HOFFMANN fnu

Oberreferent in  
Abteilung Funk:

BEGRIICH fnu

Personalabteilung

There is at present no Abteilungsleiter in this department.

Stellv  
Personalleiter:

SCHREIBER fnu

Abteilung Finanzen

There is at present no Abteilungsleiter.

Stellv  
Abteilungsleiter  
Finanzen:

Helmuth RÖDER

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Abteilungsleiter  
Planung:

STUBNER fnu

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## 6. Telephone networks in eastern Germany

The main telephone exchange for the DDR is in BERLIN/LICHTENBERG, Dottiistr. The main exchange for the Soviet Occupational Authorities is situated in the same building.

It is intended to construct a telephone and teleprinter network from the headquarters of the SED Zentralkomitee, extending to all SED Kreisleitungen in the DDR. The date of commencement is not known.

A skeleton SSD network is already in existence with lines to HALLE, WEIMAR and probably MEFURT, the main exchange being within the Ministerium für Staatssicherheit BERLIN. This network has been in formation since the beginning of 1951 and is still in the process of extension.

The Volkspolizei have two main exchanges, one in BERLIN/ADLERSHOF and the other in BERLIN/PANKOW, Seckendorffstr. The exchange at Seckendorffstr is used also by the See polizei.

## 7. Calls to Western Europe during Communist functions

During the Arbeiterkongress of about February/March 1951 and the Weltfestspiele of August 1951, leading BERLIN Communists were able to call subscribers in Western Europe via the main telephone exchange in PRAGUE. Arrangements for this were made by Kurt GEBHARDT, Hauptabteilungsleiter für Fernmeldewesen.

## 8. Construction of new radio sender in BERLIN/KÖPENICK

A new radio sender "Zwilling," of 200 or 300 kilowatt, has been under construction in BERLIN/KÖPENICK, exact location not known, about 4-6 months. A main purpose is to "drown" reception of RLS by residents of the RZ.

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Subject: R.O.Z. Railways; R.P.D. ERFURT; Construction and Reconstruction

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2. The railway Station at UNTERWELLENBORN was undergoing alteration. The work was planned to be finished on 1.10.51, it was progressing as per schedule and would probably be completed on the target date. The changes to the track were:

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- (a) two tracks would cease to be used for passenger trains. The two passenger tracks would be those at that side of the station which was nearest to the passenger entrance to the station. 50X1-HUM
- (b) The two tracks were to be for goods traffic and there were to be 4 goods tracks at the side farthest from the main passenger entrance. Previously the station had had 3 goods tracks (one at the side near the main passenger entrance and two at the other side).

3. The tracks from UNTERWELLENBORN to POSSNECK and from UNTERWELLENBORN to RUDOLSTADT were to be doubled during 1952. The Railway Station at SCHWARZA was to be enlarged, the work to be completed by mid-1952. A single track was to be built to allow the route UNTERWELLENBORN - SCHWARZA to by-pass SALLFELD. This

Planning was complete but no definite date of work commencement had been mentioned. 50X1-HUM

4. To improve the route WEIMAR - GERA at JENA, a direct connecting line was to be built from the West Bahnhof to the Salla Bahnhof. Surveying for this was in progress during September 1951. the constructional work would be commenced in 1952. 50X1-HUM

5. Near to GERA there was to be a single overtaking line on the single track. The overtaking line was to be from TOEPPELN to the next railway halt nearer to GERA. An overtaking track was also to be laid at FOERTHE (near EISENACH). Both were to be ready during 1951.

6. The railway bridge over the Saale River at 3 Km from LEISLING (near MUEBURG) had carried a double track since September 1950 at the latest. 50X1-HUM

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Country: Russian Zone of Germany  
 Location: MAGDEBURG  
 Subject: Bridges over River Elbe

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2.

(a) Railway Bridges(i) MAGDEBURG, North

Overall width of bridge - 25 m.

(ii) MAGDEBURG, South

Overall length of bridge - 150 m.  
 Overall width of bridge - 24 m.  
 Width between banks - 4.5 m.

(iii) MAGDEBURG, South - Middle Elbe Crossing

Overall length of bridge - 120 m.  
 Overall width of bridge - 24 m.  
 Width between banks - 4.0 m.

(iv) MAGDEBURG, South - Alte Elbe Crossing

Overall length of bridge - 60 m.  
 Overall width of bridge - 18 m.  
 Width between banks - 30 m.

(b) Road BridgesBridges over Elbe (two Northern)

Overall length of bridge - 150 m.  
 Width of roadway - 18 m.  
 Overall width of bridge - 22 m.  
 Number of spans - 6  
 Capacity - not known

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## PART "B"

SUBJECT: Boundary Report - OEBISFELDE area

1. The Grenzkommandatur OEBISFELDE was reinforced at the time of the Berlin Youth Rally and the numbers of VPs have not been reduced since then. All the Kommandos under OEBISFELDE Kommandatur were reinforced at the same time.

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number of VP in OEBISFELDE

had increased to approximately 200 or 250 men.

2. The Grenzkommandatur detachment was billeted in the Hotel zur Eisenbahn and Haus Mueburg in Bahnhofstrasse (now Karl Marxstrasse), in the Public Baths, and in the villa of Dr. SCHLUMPKE on the former Lindenplatz.

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The married VPs were billeted on families in OEBISFELDE.

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3. The detachment was under the command of an Oberkommissar (he had the insignia of a former Wehrmacht Major). There was one two-star officer (Oberleutnants rank) and three or four one-star officers (Leutnant's rank).

4. The men had rifles and pistols, some 6 to 10 police dogs, about 8 saddle horses, a few 350ccm (former BMW) motor-cycles and a few Wehrmacht Volkswagen (Vw-kuebel). The OEBISFELDE detachment had 24 VP as Interzonenueberwachung and 18 VPs as Bahnpolizei at the station. The rest of the detachment usually had military drill and training.

5. OEBISFELDE controlled Grenzkommandos at BREITENRODE 2034 and GEHEHENDORF 2427. the Kommando Breitenrode had now about 30-40 men. the Kommando Gehrendorf also about 30-40 men.

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the Kommando in Gehrendorf was located at a place called "TETTMUEHLE", and the Kommando at Breitenrode in a Gastwirtschaft.

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6. Russian troops - OEBISFELDE: the HQ of the Russian detachments in OEBISFELDE area was at Villa Elizabeth, corner of Kloetzerstrasse - Lindenstrasse.

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7. Railway border station OEBISFELDE: Total staff of the station was 869, including 63 goods dispatchers, 90 linesmen, 36 signallers and telegraphists, 12 electricians, 486 railway operating staff and 182 station personnel.

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The station had 58 engines, 18 of which were kept in reserve, 6 under repair, and the remaining 34 for ordinary traffic duties. The engines were all type 50, with the exception of two 68I, two 74 PT and two 89 RG.

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Power came partly from the electric plant in OEBISFELDE converted the power from those sources into direct current and supplied the town and the station. This electric plant is located between the Markburgerstrasse and the Gehegostrasse, immediately behind the local law court.

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[Redacted Box]

Subject: R.O.Z. Railways - General Information

1. Rolling Stock Figures

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[Redacted Box]

- a) In the D.D.R. there were 8,000 G.W. (closed goods) wagons classed as being in running order. [Redacted Box] one should subtract about 25% from this figure to arrive at the number actually in service because usually about that percentage were undergoing minor repairs (in Schade Gruppe I); 50X1-HUM
- b) In the D.D.R. there were 70,000 open goods wagons and special purpose wagons, excluding tanker (Kessel) wagons, scheduled as being in service. Special purpose should be taken to mean any wagon not classed as general purpose: i.e. lime or cement wagons. Of the 70,000 [Redacted Box] about 50,000 would actually be in service or ready for service at any given time, the other 20,000 would be undergoing minor repairs. Of the 50,000, about 20% would at any given time be in service beyond the frontiers of the D.D.R.; 50X1-HUM
- c) On the 1 April 1951 there were in the railway Bezirk ERFURT, 842 passenger wagons of all types; an average of 12% of these would be undergoing minor repairs at any given time. With those in service 812 trains were operated per 24 hours. This was usually fulfilled, but it left no time for maintenance. In 600 of the passenger wagons there was normal electric lighting, in the others emergency lights;
- d) In the Rly Bezirk ERFURT on 1 April 1951 there were 302 to 314 locomotives in service. In addition there was an "In readiness reserve" (Fahrbereit Reserve) of 62 locomotives. [Redacted Box] none of the reserve locomotives could be put into service until a request had been made to the S.K.K. and to the "General Direktion" of the D.D.R. Railways, and permission received from both. More than one day was always necessary for this, so that in spite of the need the reserve locomotives were rarely put into service. 50X1-HUM

2. Russian controlled Rolling Stock

- a) Although to date there were no Russian Brigades in the ERFURT Rly Bezirk, there were, according to the April figures, 30 locomotives referred to as Brigade Locomotives under Russian control. 30 Russian Brigade locomotives had been transferred from the ERFURT to the FRANKFURT/Oder Bezirk shortly before February 1951. The 30 in the ERFURT Bezirk were of the 93 and 52 types, 10 of them were in the NORDHAUSEN B.W.G., 10 in the ERFURT B.W., 5 in the ZEITZ B.W., and 5 in the MEININGEN B.W. They were greased and the piston rods had been extracted and placed on the sides of the locomotives to which they belonged. Locomotives in this condition could be put in service in about 48 hours.
- b) In addition to the leave trains the "VOSU" (the Russian Military Office of Rly control) controlled 800 goods wagons, about 120 of these were flats. Of the 120 flats, about 40 were in the OHRDRUFF and SETTELSTEDT-MECHTESTEDT area, about 30 were at ZEITZ, about 20 were at SAALFELD, and about 10 at WEIMAR.

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3. Coal Reserves

In the ERFURT Rly Bezirk, in May and June 1951 there was 9 days' reserve of coal. At the beginning of September 1951 there was 2.5 days' reserve, and this was decreasing. The average daily use of coal was 3,000 tons; 500 tons of this was of hard coal (Steinkohle) and 2,500 of lignite (Braunkohle). There were no coal-dust burning locomotives in the ERFURT Bezirk, but there were some in the HALLE Rly Bezirk.

4. Transport to Russia

- a) In the R.A.W.s (Major Rly Workshops) at GOTHA, JENA, and MEININGEN, wide-gauge axles were being produced for despatch to Russia. The R.B.D. (Rly Direction) ERFURT, sent 10 open wagons per month to these workshops for the transport of the axles. The load per 10 wagons was 140 axles. They were taken to BREST by the Brigade No. 3 which was stationed at FRANKFURT/Oder.
- b) The R.B.D. ERFURT sent 80 open wagons per month to the S.A.G. Wagonbau Fabrik at WEIMAR. These were for the transport to BREST of Rly wagons of 600 mm. gauge. Passenger, open and closed goods plus ore and tipper wagons were despatched. Two of the small-gauge wagons, plus an extra axle for each fitted axle, were sent as a complete load for each normal gauge Rly wagon. All the small-gauge wagons were complete before leaving the factory. The passenger wagons were fitted with electric-lighting and curtains.

5. Bridges

After capitulation there were in the R.B.D. ERFURT, 132 Rly bridges classed as destroyed or damaged. 84 of these were now in order as permanent structures; 38 had been put in temporary order. The 38 were on lines not used by heavy traffic. The reason for their not undergoing permanent repair was lack of funds. The bridges which were left unrepaired and unusable were those between MIELE and TREFORT; therefore that stretch of line was only in order as far as KREUZBERG; it connected with the Glaubersalzwerk. the bridges were left unusable for strategic reasons.

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- a) The bridge over the Saale River near FISCHERSDORF on the PROBSTZELLA and SAALFELD line was classed as a Langsam Fahrstelle (traffic to be at slow speed) because part of the structure was of a temporary nature.
- b) The three Saale River bridges at WEISSENFELS had presented a difficult reconstruction problem. They were put in use as permanent double-track structures on 27 Feb. 1951.

6. Railway track laying

- a) A single track direct line had been laid from RUDOLSTADT to the "Maxhuetten" and "Zellwolle" factories near SCHWARZA. It was referred to as the "Umgehungs Bahn".
- b) Under the five year plan the SAALFELD to UNTERWELLENBORN track was to be doubled during this year. When that was completed the track-doubling would be continued eastwards via POSSNECK where the bridge would then be put in condition to take double track. The rails for this purpose would be taken up from the vicinity of EICHNICH where there was 7 km. of Form 8 track (heavy traffic type rails) and from TIEFFENORT where there was 37 km of Form 8 track which had been laid in 1937 and little used by heavy traffic.

[REDACTED]

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7. Note on the type 52 Locomotive

[REDACTED] this type of loco- 50X1-HUM  
motive could be modified to run on broad-gauge track. [REDACTED]  
prior to the war experiments had been carried out at Rly workshops at ZWICKAU  
and CHEMNITZ and at the factories of HENSCHEL at KASSEL. [REDACTED] 50X1-HUM  
to ascertain if the 52 type was adaptable to this purpose, but without success. 50X1-HUM  
[REDACTED] if such a modification were possible it would necessitate at least  
six weeks' work in a major railway workshop. [REDACTED] 50X1-HUM  
[REDACTED]

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Subject: BERLIN - By-pass Canal

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1. General

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V.E.B. Kanal-bau DRESDEN [ ] engaged in the canal construction and reconstruction were the Bau Union BRANDENBURG and the Wasser Strassen Direktion BERLIN. The Wasser Strassen Direktion BERLIN had several sub-contractors under its control. The work consisted of widening the existing canal and constructing a new section, the latter to shorten the distance and to avoid the bends in the existing canal at the loop which was west of NAUEN. The canal was that from PARETZ [ ] to NIEDER NEUENDORF [ ]

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2. Locations

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The V.E.B. Kanal Bau DRESDEN, was [ ] on BRIESLANG [ ]. The Wasser Strassen Direktion BERLIN was working in the area near KARPZOW and ZEESTOW. The Bau Union BRANDENBURG was operating in the north-eastern section. [ ] the main task of the V.E.B. Kanal Bau would be that of excavating the new inter-joining canal. [ ] the new part [ ] connect with the existing canal at BRIESLANG and at near to ZEESTOW.

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3. Details

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The target date for the canal to be in use was April 1952. It was to be officially opened on 1st May 1952.

The canal was to be 30 m [ ] wide, 6 m [ ] deep and capable of taking shipping of 1,000 tons.

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The canal length, from PARETZ to NIEDER NEUENDORF, would be 35 km.

Excavating had not begun on the new canal section [ ] but the route had been marked out on the ground, and, in most places, the top-soil had been removed. About 300 persons were employed by the V.E.B. Kanal Bau [ ]. The number was to increase to about 1,000 as excavation progressed and work was thus provided. At the end of August 1951 the V.E.B. Kanal Bau had a chain-dredger and a mechanical grab at the site.

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The undertaking was awaiting the arrival of 2 mechanical grabs and a chain-dredger. The dredger and grab were not in use [ ] they would be put into use as soon as some minor repairs had been carried out on them; this would take but a few days.

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Telephone Systems in Russian Zone of Germany1. CIVILIAN NETWORK

Main exchange in East BERLIN is in Dettistrasse, BERLIN-LICHTENBERG. It has between 40 and 50 manually operated long-distance frames (Fernschraenke) which [redacted] are of Reichspost type FS 36. The exchange is badly overloaded, and has great difficulty in coping with long-distance traffic. 50X1-HUM

The civilian network [redacted] is built up on the Veberteilungsformant system, whereby one manual long distance exchange serves about 5-10 local exchanges which may be either manual or automatic. It has long been desired to make long-distance exchanges automatic, but Eastern Germany cannot produce equipment of the necessary precision. 50X1-HUM

Security regulations have recently been issued to post office officials making it an offence to divulge details of the system (ranked as "Vertrauliche Verschlusssache"). 50X1-HUM

[redacted] Wide use has been made of carrier frequency in an effort to get more out of the overloaded long distance lines. A new repeater station for carrier frequency is to be erected at BORGSDORF [redacted] and a new intermediate repeater exchange (Zwischenverstärkeramt) has been installed at GROSSEBEEREN. 50X1-HUM

The long-distance cables FK 151 and 153 are being used for urgent long-distance traffic between BERLIN and POTSDAM on carrier frequency. Two MEK 8 systems (Siemens 8-channel systems) are in operation. Four MEK 8 systems are being installed between LICHTENBERG and WILDPARK (suburbs of BERLIN) and are already partly in use [redacted] 50X1-HUM

Further carrier frequency lines are being installed from BERLIN-LICHTENBERG to LEIPZIG via GROSSEBEEREN.

Attempts to use carrier frequency and decimeter sets for high speed traffic between BERLIN and NÄVEN [redacted] had to be abandoned as the technical difficulties were too great. 50X1-HUM

Decimeter traffic between BERLIN and POTSDAM was used for urgent calls for a time, but has now been abandoned [redacted] 50X1-HUM

Russian Networka) Russian Civil Administration

The main Berlin exchanges are Dettistrasse, BERLIN-LICHTENBERG (part of the civilian exchange) and KARLSHORST. The civilian (SKK) system formerly ran from BERLIN to every sizeable town, but has been greatly reduced and now connects KARLSHORST only with the Laender capitals.

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b) Russian Military Network

The main exchange is inside the compound at BERLIN-BABELSBERG, exact location unknown, while an emergency main-exchange has been prepared at HERZFELDE, East BERLIN. Long distance cable No. 26 (96 double wires, running between BERLIN, FRANKFURT-on-ODER, GUBEN) has been prepared so that it can be cut off from ordinary traffic and incorporated in the Red Army Network at short notice.

The army network is very extensive and the position of many exchanges is constantly being altered, probably owing to their being manoeuvre headquarters.

Police Networksa) Landespolizei

The main police exchange for LAND BRANDENBURG is in the POLICE PRAESIDIUM, Bahnhofstrasse, POTSDAM. From this telephone and teleprinter lines run to every KREISSTADT. Hitherto all connections between Kreis towns have been via POTSDAM, but it is now planned [redacted] interconnecting Kreis towns.

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b) Grenzpolizei

The main exchanges for BERLIN are at FALKENSEE and MAHLOW. There is a network round BERLIN ('P.B.' lines) and P.G. lines running along the ODER and having exchanges in a number of frontier towns.

c) Polizeischulung

The BERLIN exchange is at ADLERSHOF. Telephone and teleprinter lines (PS lines) radiate from it to the Headquarters of the Police Schools at POTSDAM, ERFURT, SCHWERIN, etc.

d) SSD network

[redacted] a system has been built up since March 1951 connecting the various SSD offices.

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e) BASA Network

[redacted] It is used by the Post Office only in exceptional circumstances. For example, the lines between the Russian zone and the part of the BERLIN suburb of ST. LAZEN which was previously British administered, have recently been taken over by the Eastern Zone and run [redacted] on BASA cables.

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The BASA lines are used to supplement the police and civilian networks on special occasions. For example, during the recent "World Youth Rally" the Autobahn lines were used by the police. Thus calls from BRANDENBURG went through post-office lines as far as WERDER/Havel and then through the Autobahn system as far as the intersection of the BERLIN-LEIPZIG and the BRAUNSCHWEIG-FRANKFURT-ODER Autobahn, where they went on to post office lines again.

SED Network

A special network from the SED Headquarters in BERLIN is also to be built up. Nothing but this bare fact known.

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Subject: INFORMATION ON ROADS IN LAND THURINGEN

INFORMATION ON ROADS

(1) Road from MUEHLHAUSEN to OHRDRUF

- (a) Road section MUEHLHAUSEN to SEEBACH: The road section from MUEHLHAUSEN to SEEBACH has a

road surface made from basalt cobble stones. Estimated width of road surface is about 4 m with trees on either side of road. Trees have been planted during the last two years. The road surface is in very good condition, but it is rather slippery in wet weather, especially in the villages HOENGEDA and SEEBACH. Cautious driving in both villages is necessary.

- (b) Road section from SEEBACH to GROSSINGOTTEN: This road section to GROSSINGOTTEN has an asphalt road surface. There are verges about 1 m wide at either side of road. Trees are planted at both sides of road during the last two years. The road surface is in very good condition.

- (c) Road section from GROSSINGOTTEN to LANGENSALZA: This road section has an asphalt surface from GROSSINGOTTEN to SCHONSTEDT. at some places there are no verges at all. Verges are partly planted with grass. Road surface is in very good condition. beyond SCHONSTEDT in the direction of LANGENSALZA the road surface is made of basalt cobble stones. Width of road surface, which is in very good condition, with verges of at either side of road. Trees have been planted at both sides of road during the last two years.

- (d) Road section from LANGENSALZA to GOTHA: This section of the road to GOTHA has an asphalted road surface. Verges are on either side of the road at several places.

- (e) Road section from GOTHA to OHRDRUF: the asphalted road surface was in comparatively good condition.

/(f)

-2-

- (f) General: The road is classified "STRASSE 1te ORDNUNG". Average camber of asphalted parts is about 3°, estimated camber of basalt cobble stone parts may be about 5°. All curves are embanked to about 3 to 5°. Overtaking on basalt covered sections is difficult owing to increased camber. There is medium traffic on road section from MUEHLHAUSEN to LANGENSALZA, but only little traffic on section from LANGENSALZA to GOETHA.

(2) Road from MUEHLHAUSEN to ZONAL BORDER at KATHARINENBERG

- (a) Road section from MUEHLHAUSEN to road junction near PAULINGEN:  
The section of the road from MUEHLHAUSEN to the road junction [ ] has a road surface made of road metal and gravel and rolled. 50X1-HUM  
From MUEHLHAUSEN to PFAFFERODE [ ] the road surface, [ ] is 50X1-HUM  
in a very bad condition with many pot holes. There are no verges.  
From PFAFFERODE to the road junction, the road surface is in good condition. On this part of the road there are several stretches of 20 to 50 metres covered with asphalt. They are probably used for testing purposes. 50X1-HUM  
This part of the road has [ ] no verges. 50X1-HUM
- (b) Road section from road junction to KATHARINENBERG:  
This part of the road to KATHARINENBERG [ ] has an asphalted surface [ ] 50X1-HUM  
[ ] There are no verges. Surface is in a very good condition. 50X1-HUM
- (c) General: This road is classified "STRASSE 1. ORDNUNG". Average camber is about 3°. All curves are embanked to about 3° there is little traffic on road from MUEHLHAUSEN to road junction near PAULINGEN [ ] and there is no traffic at all on road section from road junction to KATHARINENBERG. At KATHARINENBERG the road is blocked by a turnpike with a Russian guard. 50X1-HUM

(3) Road from MUEHLHAUSEN to ZONAL BORDER at HEILIGENSTADT

This road has an asphalted surface [ ] There are verges at either side of the road with a width of 1 m. Trees are at both sides of the road. 50X1-HUM  
The road surface is in good condition. The average camber may be about 3°. The curves are embanked to about 3°. The road section from MUEHLHAUSEN via DINGELSTADT [ ] to LEINEFELDE [ ] is 50X1-HUM  
through flat country. From LEINEFELDE to HEILIGENSTADT [ ] there are several slopes, the largest having about 6°. 50X1-HUM

(4) Road from LEINEFELDE to NORDHAUSEN

The road section from LEINEFELDE to WORBIS [ ] has been repaired during the last few months. The road surface, which originally was made of asphalt, now has several places repaired with road metal and rolled gravel. 50X1-HUM  
Width of road surface is about 4,5 to 5 m [ ] verges about 1 m wide are at some places of the road. The road surface is now in good condition. Trees are at either side of the road. 50X1-HUM  
The road is classified "STRASSE 1. ORDNUNG"  
The road section from WORBIS to NORDHAUSEN [ ] 50X1-HUM

50X1-HUM

50X1-HUM

(5) Road from WORBIS to ZONAL BORDER at TEISTUNGEN

The surface of this road to TEISTUNGEN [redacted] is rolled. [redacted]  
[redacted] Road surface is in a bad  
condition, with many pot-holes in surface. There is little traffic  
on road.

**Page Denied**

S E C R E T

50X1-HUM

15th September, 1951

Subject: General Information on Railway Station NEUDITZENDORF

50X1-HUM

1.

2. DESCRIPTION OF RAILWAY STATION(a) General

The railway station and the various tracks were classified as first class on the Railway Station Classification Chart. A major junction of the railway line leads from LEIPZIG via ERFURT and GOTHHA with railway lines running south to MEINIGER and SAALFELD.

50X1-HUM

- (b) Prior to 1945, a double track had connected station with GOTHHA, ERFURT and ARNSTADT, but one of the tracks leading to GOTHHA and ARNSTADT had since been dismantled by the Russians, so that only a double track exists leading to ERFURT. Lines running through the station are used by both passenger and goods trains. Of the 32 tracks situated at the station Nos. 1 and 2 are the main lines, Nos. 3, 22, 25, 31 and 32 are merely sidings. No. 3 is used for parking trucks belonging to the "Oberbaustofflager". Track No. 22 is used as a parking place for passenger trains. Track No. 25 is a siding which leads to the turn-table, locomotive shop, coaling station, the water supply point and the ash pit. Track Nos. 31 and 32 are very seldom used. Tracks 4, 5 and 6 are for incoming goods trucks only with trains. Nos. 9, 10, 12, 14 and 20 are used as the marshalling yard. No. 21 for the loading of goods trucks, and No. 7 as a transit track.

(c) Points

There are 36 mechanically operated one-way points and 5 electrically operated two-way points in the station area. Eleven mechanically operated ones are controlled by the eastern signal-box (DO). Signal boxes DN and DS each control one mechanically operated one-way point, and the five two-way points together with the remaining 23 one-way points are all electrically controlled by the main signal-box (DV). All points in the Oberbaustofflager are hand controlled.

-2-

(d) Signal Boxes

There are four signal-boxes, three being equipped with mechanical controls and one, the main signal-box, with electric control of the latest type.

Control of operation connected with the shunting of trucks, etc., in the marshalling yard is carried out by loud speaker from the main signal-box.

DW, the main signal centre of the station, has three sets automatically announcing arrival of trains; one large teleprinter and two WT sets, including main telephone exchange for the station.

(e) Servicing Facilities

The repair shop and general servicing facilities of the station are only in use by good trains and not by passenger trains. The coaling station has an estimated reserve of 400 to 500 tons of coal and there are two water supply points, one on Track 25 and one on Track 6.

The locomotive repair shop has sufficient space for four locomotives and only minor repairs are carried out in the shop.

(f) Rolling Stock

The station is provided with two shunting locomotives, one being of RBA ERFURT construction 2-10-0 tender and of type 58. The second locomotive built at RBA ARNSTADT is 2-8-0 and type 94.

(g) Electric Power

[redacted] power is supplied to the station from a power station situated at ERFURT.

50X1-HUM

3. TRAFFIC(a) Passenger Traffic

All express trains pass through the station. Five trains pass daily in each direction. They are the interzonal trains D1 and D2 [redacted] and the express trains D17, D18 and D45. All fast trains stop at the station. Daily approximately six trains pass through the station in the direction of GOTH, ERFURT and ARNSTADT. Each of these trains have three to five carriages with an O1 type locomotive. 50X1-HUM

Approximately 50 local trains stop at the station each day. These are all slow trains. Each of these trains has about eight carriages, each carriage with two axles.

(b) Goods Traffic

On the average about 50 goods trains are either passing through or leaving the station daily, mainly in the direction of ERFURT.

[redacted] a large number of these goods trains are loaded with potash which, in the majority of cases, travel to the port of VISM or, in some cases, CZECHOSLOVAKIA.

50X1-HUM

-3-

(c) Military Traffic

Little military traffic is noticed at this station. On the majority of trains, military equipment and units were noticed during the Spring manoeuvres. During Spring of 1951, the majority of the trains arrived from the areas of DESSAU, ROSSLAU, GERA, KREITZ, MACHTERSTEDT, GOTHAL and KRAHWINKEL. Military trains were noticed to be composed of about a 100 axles, and in the case of trains loaded with armed forces vehicles, 60 axles.

50X1-HUM

The type of tanks seen loaded on the trucks were T34/85 without a muzzle brake, the Josef Stalin type, and the medium tank type T4. The latter tank was very similar in appearance to the T34, but had a noticeably shorter barrel.

50X1-HUM

A large number of mobile rocket launchers

\_\_\_\_\_ were seen to be attached to this train.

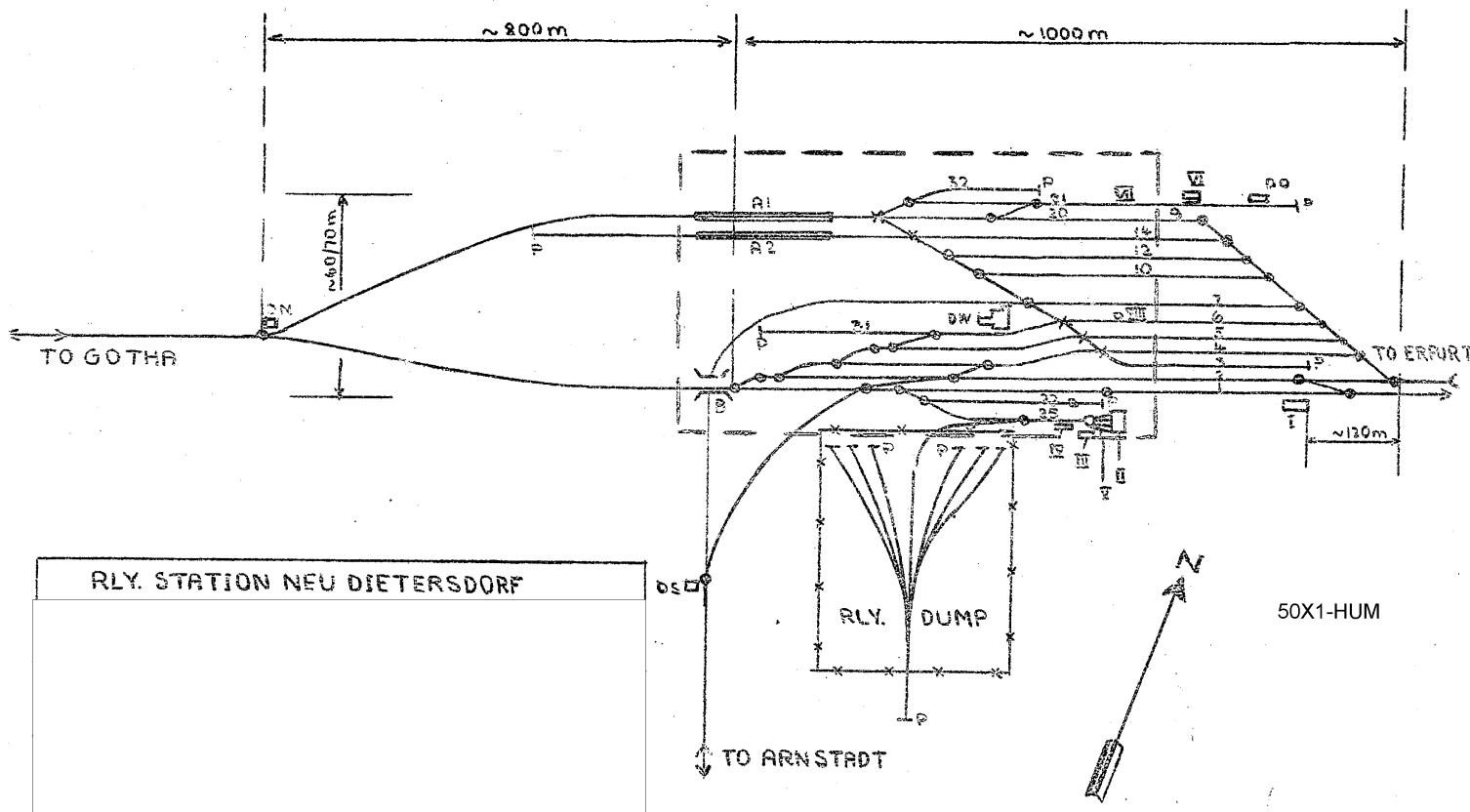
50X1-HUM

4. PERSONNEL AND ORGANISATION

This railway station was under the control of the Reichsbahnamt and the Reichsbahndirektion, ERFURT. The station-master \_\_\_\_\_ name was AUGUSTINE \_\_\_\_\_ and secretary of the SED party. There were approximately 110 men employed in the station itself. Approximately 100 men with the Oberbaustofflager, about 80 to 90 men with the work shops, and about 80 to 90 men working on the tracks. There were a number of small railway stations on the track leading to GOTHAL, ERFURT and ARNSTADT which were also under the control of NEUDIEDENDORF.

50X1-HUM

50X1-HUM



KEY TO SKETCH

- I. Railway station building. Shed-like building, probably a former "RAD BARRACKE" of wooden construction.
- II. Locomotive shed with four railway sidings 30 m long, and 20 m wide.
- III. Coaling station with water supply point.
- IV. Ash pits.
- V. Turn-table with a diameter of about 12 m  50X1-HUM
- VI. Goods shed with loading ramp, stone building about 20 m long and 6 m wide.
- VII. "LADESTRASSE", paved road for loading and unloading of goods wagons.
- VIII. Water supply point (Track No.6).
  - A 1. Shunting slope
  - A 2. Shunting slope.
  - B. Railway bridge for two tracks, one track being dismantled. Bridge of bow-string construction resting on two reinforced concrete pillars is about 15 m long.
  - DN. Signal box North  
Small shed-like building, controls one switch only
  - DS. Signal box South  
Small shed-like building, controls one switch only,
  - DO. Signal box East  
Building is about 10 m long, 4 m wide and 8 m high. Control switches are mechanically operated. Controls 11 normal one-way switches (EINFACHE WEICHER).
  - DW. Signal box West.  
Very modern switch control which is completely electrified. Type of a 4 "REIHEN STELLWERK" with automatic electromotor counting axles (ACHSZAEHLER), automatic traffic signals for shunting (GLEISFRIEMELDER). In case of breakdown of supply of electric power all switches are brought into normal position and all signals are switched to HALT position.  
Switch control for all switches within red dotted line on sketch. Inside building there are 3 ZUGMELDEAPPARATE, 2 MORSEAPPARATE (W/T sets) and 1 GROSSFERNSCHREIBER (large teleprinter). Main part of building is about 6 m long and 4 m wide. Northern annex is about 2 x 2 m  western annex is about 5 x 2 m  Overall height of building is 12 m  50X1-HUM  
50X1-HUM
  - E. PREILBOECKE (Bumpers)
  - RLY DUMP. Railway dump (OBERBAUSTOFFLAGER)
  - RLY DUMP. OBERBAUSTOFFLAGER, dump for all materials for railway superstructures, e.g. sleepers, ballast, rails, screws and bolts, fish plates, etc.

Key to Sketch (Cont'd)

-2-

TRACKS

1. Passenger track, outbound to ERFURT, also used as through track for goods traffic.
2. Passenger track, inbound from ERFURT, also used as through track for goods traffic.
3. Siding for OBERBAUSTOFFLAGER.
4. Goods track inbound and outbound in both directions to and from GOTH, ARNSTADT and ERFURT.
5. Goods track inbound from GOTH and ARNSTADT, outbound to ERFURT.
6. Classification track (ZUGBILDUNGS-GLEISE) inbound from ERFURT outbound to ARNSTADT and GOTH.
7. Goods track inbound and outbound from and to ARNSTADT and via shunting slope also to GOTH.
- 10.) } Classification tracks (GRUPPENGLEISE, ZUGBILDUNGSGLEISE)
- 12.) }
- 14.) }
20. First half of track has number 20- Classification track (GRUPPENGLEISE)
9. Second half of track 20 has number 9- Outbound track to ERFURT.
21. First half of this track is used as classification track (GRUPPENGLEISE), second half is used for goods traffic, loading and unloading.
22. Passenger track, inbound from GOTH and ARNSTADT, also used as siding for goods trains up to 80 axles.
25. Siding to turn-table and OBERBAUSTOFFLAGER.
31. Siding.

50X1-HUM

- o) 36 simple switches (EINFACHE WEICHEN) electrically or mechanically operated.
- x) 5 DOPPELTE KREUZUNGSWEICHEN, all electrically operated.